

BACKGROUND



Military Sealift Command Europe

Mission & Organization



U.S. Army Bradley Fighting Vehicles roll up the stern ramp of an MSC contracted commercial cargo ship. MSCEUR often contracts cargo vessels to move military cargo in-theater.

The mission of Military Sealift Command, Europe, or MSCEUR, is to operate government-owned and contracted ships, providing sealift transportation, direct fleet support, ships for special projects, and strategic sealift for the U.S. European Command, and its component commands. MSCEUR is headquartered in Naples, Italy, with a component command in Rotterdam, The Netherlands, and a liaison officer to Commander, Naval Forces, Europe, London, U.K., as well as a representative at Naval Station, Rota, Spain. Overall, MSCEUR has a staff of about 55 military and civilian personnel

A brief history

MSCEUR was established in 1951 as the Military Sea Transportation Service, Europe. Later renamed Military Sealift Command, Europe, the command was located in Bremerhaven, Germany, from 1951-1985, and London, United Kingdom, from 1985 to 1997. The Command then moved to Italy where it remains today.

Command Relationships

Most MSCEUR ships are operational assets of the U.S. Sixth Fleet based in the Mediterranean Sea. In the case of strategic sealift cargo ships and tankers, MSCEUR has direct operational control in theater. Administratively, MSCEUR reports directly to Military Sealift Command Headquarters in Washington, D.C.

Area of Responsibility

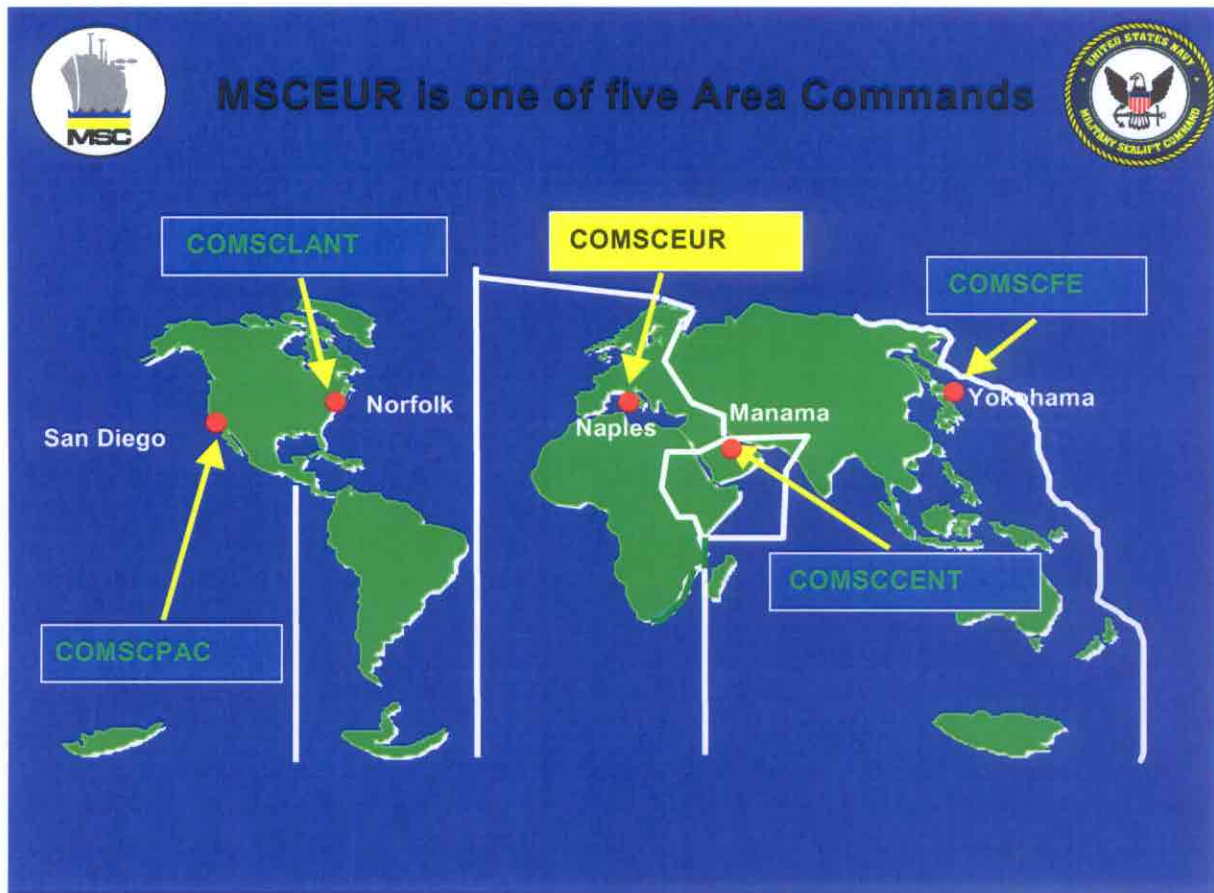
MSCEUR's area of responsibility, or AOR, is the same as that of the U.S. European Command, which includes Europe, and parts of Africa and the Middle East.

In October 2000, the AOR was expanded to include parts of the eastern Atlantic Ocean, including Iceland, Greenland, and Russia.



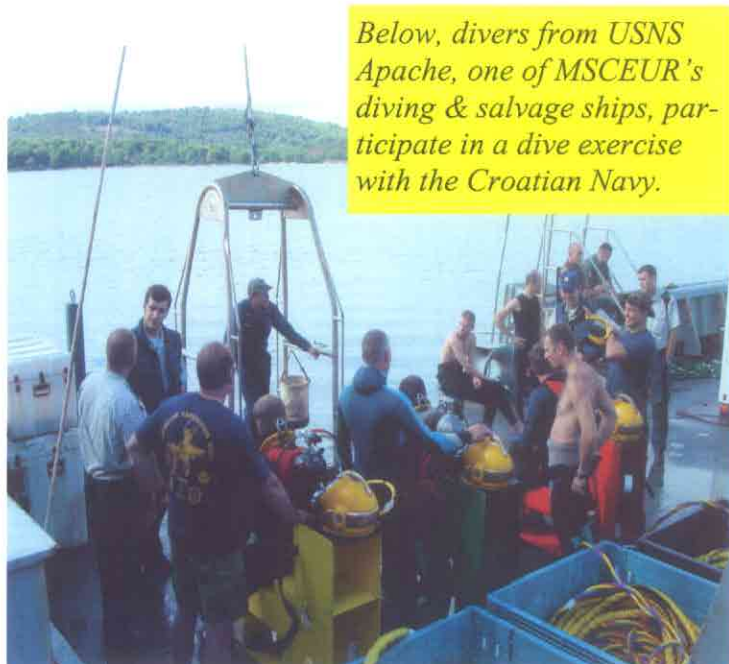
USNS Spica, one of MSC's combat stores ships, sails close to USS Harry S. Truman, ready to resupply the ship with fresh food, spare parts, and other supplies.

MSC around the globe



Reserve Integration

At MSCEUR, naval reservists are key players in meeting sealift requirements during wartime and other contingencies. When mobilized, the reserve personnel quickly take charge of establishing and running MSC port offices, anywhere in the theater to assist with sealift operations wherever needed. During Operation Iraqi Freedom, reservists, along with their active duty counterparts, manned offices to support sealift operations in Souda Bay, Greece, Iskenderun, Turkey, Rota Spain, Rotterdam, The Netherlands, and Antwerp, Belgium.



The Four Programs: PM1 Naval Fleet Auxiliary Force



Above, MSCEUR fleet oiler USNS John Lenthall, center, conducts an underway replenishment operation with both USS George Washington, foreground, and USS Normandy (left).

MSCEUR operates combat stores ships and fleet oilers which replenish U.S. Sixth Fleet and NATO warships at sea. Generally, there are about three to four ships supporting our forces in the Mediterranean at any given time.

The ships allow Navy combatants to remain at sea for extended periods of time, by delivering food, ammunition, spare parts, and virtually everything the ships need without pulling into port. NFAF ships are crewed by

civil service mariners, with small active-duty Navy departments ranging in size from four to 45 people. MSCEUR also operates a fleet ocean going tug which provides towing services, and

serves as a platform for Navy salvage divers. The hospital ship USNS Comfort has also seen service in the MSCEUR AOR, in both military exercises, and transiting the Mediterranean on her way to the Persian Gulf in support of Operation Iraqi Freedom.

Hospital ship USNS Comfort sails in the company of USS Oscar Austin, in deploying for service in support of Operation Iraqi Freedom.



Above MSC's first deployment of the contracted "Puma" helicopter took place in the Mediterranean in February of 2000. These helicopters have become the "workhorse" of the fleet, moving tons of equipment to aircraft carriers, and other ships of the Navy's U.S. Sixth Fleet.

PM2 Special Mission

MSCEUR operates special mission ships which perform unique naval operations within the area of responsibility. MSCEUR's oceanographic survey vessels map the seabed—from the icy waters of northernmost Norway to the warmer waters of equatorial Africa.

MSCEUR also operates ocean surveillance ships which track submarines, mostly in the north Atlantic. Special mission ships are U.S. government-owned and are operated by civil service mariners or mariners employed by companies under contract to MSC. Military and civilian scientists and technicians carry out the unique missions aboard the various ships.

Right, USNS Henson, one of MSCEUR's special mission ships which perform oceanographic survey missions, makes a port visit to Stavanger, Norway, after completing a mission above the Arctic Circle.



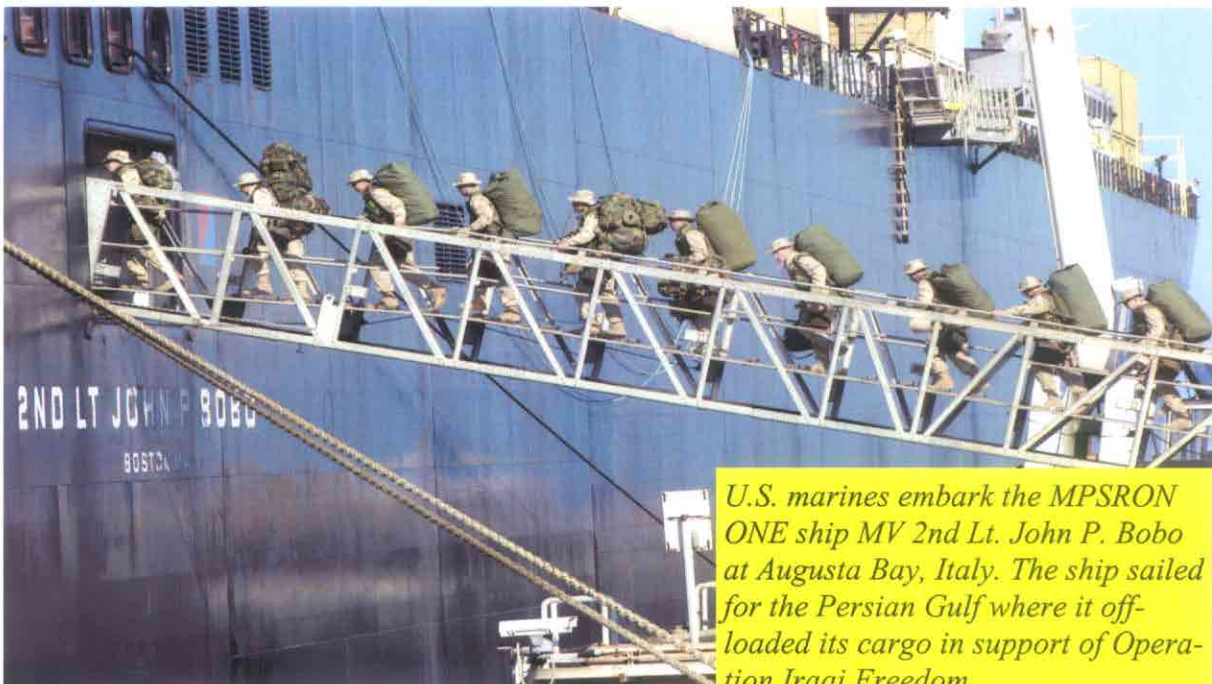
Left, USNS Loyal, one of MSCEUR's ocean surveillance ships, uses sophisticated towed sonar to track submarines. MSCEUR also operates a cable repair ship—USNS Zeus—which deploys, retrieves, and performs maintenance on undersea cables.

PM3 Maritime Prepositioning Ship Squadron ONE

MSCEUR also oversees the Mediterranean sea-based Maritime Prepositioning Ship Squadron One, or MPSRON ONE. The squadron consists of five commercially-contracted cargo ships and one government-owned cargo vessel, which carries enough combat equipment and supplies to support 18,000 U.S. Marines for up to 30 days combat. The squadron is forward-deployed with no homeport in the Mediterranean. The squadron's motto, "*on station and ready*," means these ships are ready to get underway within 24-hours and sail to a crisis spot—either in response to a contingency operation or a humanitarian disaster. One ship carries U.S. Air Force ammunition. MSCEUR also supports numerous prepositioning ships from MSC's fleet, in theater, providing administrative and logistical support.



MV 1st Lt. Harry L. Martin off-loads U.S. Marine Corps equipment off Tarragona, Spain in June 2002—as part of NATO's exercise Dynamic Mix 2002. Cargo can be off-loaded in a variety of methods, including "in-stream" where cargo is brought ashore by barges.



U.S. marines embark the MPSRON ONE ship MV 2nd Lt. John P. Bobo at Augusta Bay, Italy. The ship sailed for the Persian Gulf where it off-loaded its cargo in support of Operation Iraqi Freedom.

PM5 Sealift

MSCEUR is responsible for a fleet of dry cargo ships and tankers, which supports the U.S. European Command, and its component commands.

MSCEUR uses both government-owned and chartered vessels to move cargo and fuel throughout the area of responsibility. MSCEUR ships moved thousands of tons of military hardware and supplies—everything from wheeled and tracked vehicles, to Apache and Blackhawk helicopters, to medical supplies and Meals-Ready-to Eat—into troubled areas such as Bosnia & Herzegovina, and Kosovo, supporting U.S. peacekeepers. MSCEUR usually operates two to three tankers in theater, which support the Defense Energy Supply Center—keeping our military's aircraft flying and our combatant ships at sea.

Right, MSCEUR-contracted cargo vessel MV Balakleya, is shown loading U.S. Army vehicles supporting cold weather exercise Adventure Express, held in the winter months in Norway.



Left, the MV Gus W. Darnell is one of MSCEUR's tankers which moves millions of barrels of aviation and diesel fuel supporting our military's ships, aircraft, and bases in the area of responsibility.

www.msc.navy.mil/msceur



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